

MT. EDEN POLICIES AND STRATEGIES

A. RESIDENTIAL LAND USE

Policy: Provide new housing for a variety of housing needs with qualities that encourage long-term residency.

It is desirable to have housing for different income levels and stages of life within Mt. Eden while fostering long-term residency. Neighborhood continuity will require sensitivity to current residents and to landscaping and homes that could remain when new homes are sited and roadways are improved. In new development, quality of materials and landscaping, provisions for ownership of attached housing and facilities for children will contribute to neighborhood stability.

Strategies:

1. Allow Medium Density development between Saklan Road and Eden Avenue to provide opportunities for townhouses and condominium development; require attached housing to be built with play areas for children.
2. Allow "Limited Medium Density" development between West Street and Depot Road for continuity with density of recent small lot single-family development.
3. Continue to allow substantial density bonuses for moderately priced senior dwelling units in Mt. Eden to encourage more of such housing.
4. Designate land near Route 92 on-ramp Low Density because of traffic conflicts on Hesperian and limited access from Adrian Avenue.
5. Designate Eden Avenue frontage residential and consider designating North Lane frontage residential at next quarterly General Plan amendment to eliminate industrial frontage on residential streets.
6. Buffer residential areas from industrial uses with separation of traffic circulation and with landscaping.

B. COMMERCIAL LAND USE

Policy: Improve accessibility and appearance of commercial areas.

Appropriate development of commercial facilities is an issue in Mt. Eden because pedestrian access to Southland is poor, vehicular egress from Depot Court is inconvenient for local residents, and industrial area patronage of a central neighborhood store congests a local street. New commercial development should be more sensitive to neighborhood needs.

Strategies:

1. Develop pedestrian ways to Southland and provide additional landscaping along Hesperian to enhance pedestrian and wheelchair access and appearance.
2. Zone the north side of West Street between Saklan and Clawiter for neighborhood commercial use to provide commercial service for the neighborhood and the industrial area.

C. INDUSTRIAL LAND USE

Policy: Refine industrial land use policies to improve compatibility with neighborhood.

The Industrial Boulevard, Clawiter Road and Winton Avenue edges of Mt. Eden are prominent arterial corridors of the city. Landscaped business parks could contribute to the appearance of these corridors while providing accessible business services to the Industrial Corridor. A zoning district with deeper landscaped setbacks on the arterials, which allow some office uses and restricts hazardous materials, may provide a suitable buffer between heavy industrial uses and residential uses.

Strategies:

1. Develop a light industrial zone to allow attractive industrial business parks and to exclude industrial uses with excessively hazardous materials, heavy truck traffic on Saklan Road or other characteristics incompatible with nearby residential use for application on Mt. Eden Neighborhood industrial areas.
2. Improve Saklan Road as a business service road for light industrial uses; buffer new residences east of Saklan with a planting strip and sound wall.
3. Keep the area west of Mt. Eden Neighborhood industrial to maintain continuity of land use and economic base.

D. PARKS AND OPEN SPACE

Policy: Provide parks, open space and streetscape appropriate to an attractive residential neighborhood.

With new construction in the 1980s, Mt. Eden fell below local standards for neighborhood park acreage. The Hayward Area Recreation and Park District should be encouraged to acquire new parkland to balance population growth. Denser new development also needs to be balanced with preservation of mature trees and institutional open space as well as new street plantings and entry features. Cooperation of the Alameda County Flood Control District and the Hayward Unified School District is required to realize some of those objectives.

Strategies:

1. Extend Greenwood Park to Denton Avenue.
2. Improve Rancho Arroyo Park; add facilities such as basketball, hanging bars, barbeques, picnic tables and bicycle paths; discourage any Chabot parking on the school site.
3. Designate parcel 441-0055-017-00 on Industrial Boulevard west of Waterford Apartments for park use and seek acquisition; if land on Depot Road becomes available, consider park expansion to parcels 441-0055-013-00 through 441-0055-016-00.
4. Enhance Depot Mini Park with a feature like a gazebo.
5. Beautify West Street by landscaping along / over the flood control channel between Clawiter and Mohr; convert excess roadway width between Saklan and Eden to landscaping.
6. Provide trees and walks along both sides of Middle Lane and a landscaped buffer along Saklan Road, saving existing street trees where feasible.
7. For attractive streets, require undergrounding of utilities in conjunction with street improvements utilizing conditions of approval or assessment on new development towards undergrounding utilities on abutting streets.
8. Preserve park-like setting of Penke / Cryer estate and other significant stands of trees in the course of development if the trees are healthy.

E. CULTURAL RESOURCES

Policy: Conserve human and historic resources and Mt. Eden's identity with preservation of historic landmarks and attention to education and childcare.

Mt. Eden has significant architectural landmarks including Cornelius Mohr Estate complete with mansion, tank house, out buildings, and a grand barn, and the Hermann Mohr home, with a striking landmark on Depot Road even though extensively remodeled. Another element of Mt. Eden culture is a high regard for education established by early settlers and their school district. There is currently a need for additional childcare facilities.

Strategies:

1. Be receptive to a planned office development or conference facility on the Mohr / Fry Estate, next to Chabot, which would result in long-term preservation of the buildings and setting.
2. Encourage establishment of additional childcare facilities in Mt. Eden; encourage development of intergenerational day care at sites such as the Hermann Mohr Estate.
3. Designate the C. Mohr / Fry and H. Mohr Estates as historic to restrain demolition or insensitive remodeling.
4. Encourage inclusion of historic features such as tank houses in new development.
5. Develop more community connections with Chabot College such as the monthly flea market.

F. CAR AND TRUCK TRAFFIC

Policy: Channel through traffic onto arterials; improve Depot Road and Middle Lane as major collectors within Mt. Eden; discourage through traffic on other residential streets within Mt. Eden.

Residents fear that street improvements in Mt. Eden could attract more through traffic and that Mt. Eden's location between a developing Industrial Corridor and the traffic generators of Southland and Chabot College will necessitate additional traffic control devices in order to maintain neighborhood livability. Providing appropriate arterials for Industrial Corridor traffic should have high priority.

Strategies:

1. Establish new arterial connections in the Industrial Corridor including Cabot extension, West "A" extension and the Shoreline Expressway (Route 61).
2. Fully improve Depot Road and Middle Lane as major collector streets.
3. Discourage through traffic within the neighborhood other than Depot Road and Middle Lane with traffic control measures as necessary in the future.
4. Design new local roads with T intersections, loops, and curves to discourage any fast through traffic.
5. Retain barrier on Denton only in College Park assessment provides a less offensive barrier with emergency access and west side turnaround.
6. Install 4-way stop signs at West Street and Eden Avenue; West Street and Mohr Drive; and Middle Lane and Eden Avenue to discourage cut-through traffic, promote safety and facilitate pedestrian crossing.
7. Install 3-way stop signs on Depot Road at Mohr Drive and Dodge Avenue to facilitate local traffic turning onto or off Depot Road.
8. Extend Eden Avenue to Depot Road in order to relieve traffic on Mohr Drive.
9. Provide left turn signals on Middle Lane and Depot Road at Hesperian Boulevard.
10. Provide a "Keep Clear" on Middle Lane at Chandler Road.
11. Limit Mohr Drive to 36' curb to curb to maintain appearance of local neighborhood street.
12. Make right turn island onto Depot from Waterford effective with additional signing, extended channelization and / or enforcement as necessary.

G. ALTERNATIVE TRANSPORTATION

Policy: Increase the availability and attractiveness of alternative transportation.

Reliance on automobile transportation has led to severe congestion and air pollution problems. Walking, cycling, and use of public transportation need to be encouraged with appropriate facilities and cooperation of Chabot College, AC Transit, and Caltrans.

Strategies:

1. Provide for better pedestrian security crossing Hesperian such as wheelchair accessible refuge areas; do not further widen Hesperian in the Mt. Eden area.
2. Paint crosswalks at both sides of intersections on Depot Road.
3. Provide seating at bus stops; provide bus shelters on arterials like Hesperian where there is space.
4. Complete missing sidewalks on through streets, both in the City and the County.
5. Provide bike lanes on Depot Road; continue bike / jobbing trails through the Industrial Corridor to the Bay lands.
6. Revise and implement citywide Bicycle Facilities Plan to provide safer routes and encouragement to ride instead of driving.
7. Encourage Chabot College to adopt a transportation fee for all students to cover either a parking permit or a bus pass or bicycle facilities.
8. Provide a bus transfer station at Chabot with substantially discounted bus passes for students; improve bus service and schedules.
9. Encourage AC Transit to utilize colors and symbols for easy identification of routes and to improve distribution of schedules to businesses and media.
10. Plan for train depot for anticipated Sacramento-San Jose intercity passenger service at Mt. Eden Nursery to reinstate passenger service to Mt. Eden; provide a security of parked bikes at station.